

THE REPUBLIC.

WASHINGTON:

THURSDAY MORNING, AUG. 11, 1853.

Shall the Pacific Railroad be Incorporated by the Federal or State Government?

The obvious determination of the people of the United States to establish an adequate communication between the Atlantic and Pacific coasts by the construction of one or more railroads across the States and Territories of the Union, imposes upon the press the preliminary duty of discussing the various questions which must arise upon the most feasible means of carrying out this great public purpose. As it is indispensable that the work should be free from any legal objections, it will be first proper to determine upon a competent authority for its construction.

Some members of the present Administration are understood to favor the construction of the railroad under Federal authority and with Federal means; but we do not clearly understand whether they propose to construct, maintain, and work the road on Federal account exclusively, as the details have not yet been laid before the public. The right of the Federal Government to construct works of internal communication has been derived from the obligations to provide for the common defence, the general welfare, and the power to regulate commerce, whilst a few, perhaps, regarding the Federal Government as a sovereignty, and the Union as a domain within which that Government is absolute and paramount, see no difficulty in the matter whatsoever.

We presume there are few who desire to see the powers of the Federal Government wantonly enlarged. There are few who wish that the patronage of the Executive should be more splendid, or that the legislative duties of Congress should be further beyond their disposition and ability to perform them than at present. It is therefore the interest of all who are interested in the duration of the Government to avoid, if possible, the establishment of a system which must occasion the evils referred to. We are aware that the patriotism of CALHOUN, CLAY, and WEBSTER impelled them to advocate in the comparative infancy of the Republic measures then necessary for its financial relief, its postal and military intercourse, its industrial independence. But we are satisfied by the declarations and acts of those distinguished men, as well as by obvious experience, that the necessity for the Federal care of these great interests had passed away with the rapid growth, improved pecuniary credit, and industrial skill of the States. We have no doubt that these statesmen, representing opposite extremes of opinion in regard to the powers of the Federal Government, advocated the measures deemed at the time necessary for the patriotic purpose of promoting national independence. But neither of them desired to add to the powers of the Federal Government, the departments of which they each in his own way endeavored to restrict within the limits of their undoubted authority. We presume therefore that all would prefer that a work so important as the Pacific Railroad should, if possible, be owned and regulated by the States, instead of the Federal Government.

We have read with much interest the discussion now going on between the *Richmond Enquirer* and the *Union* in regard to the authority of the Federal Government to participate in the construction of this railroad. We understand the *Union* to contend for the power of the Federal Government to construct and own a railroad to the Pacific by virtue of a legitimate power of incorporation and construction within the Territories, and deriving its power to construct within the States from the assent of the States traversed by the road. This power, it agrees with the Hon. Mr. DAVIS, in deriving from the obligation of the Federal Government to provide for the common defence. It is, we think, obvious that such a work cannot be, in the sense contended for by the strict constructionists, "absolutely necessary" for the protection of California, since it cannot be constructed in time for the immediate protection of that State. If the Pacific railroad could be put under continuous and immediate contract it could not be completed within five years. A means of protection requiring such a term of preparation cannot, then, be absolutely necessary. The rapid increase of abie-bodied male population in California may within the next five years enable her to protect herself. In this case the work would be no longer necessary for her defence, and might thus cease at the moment of its completion to be legal.

We should prefer the construction of the road by authority of the States with the aid, but without the control, of the Federal Government; but if this cannot be done, we should think that the Federal Government would rather derive authority to organize and own a railroad from the obligation to "provide for the general welfare" than from the duty of defence. California contains treasures in which the whole Union is interested. All have contributed to its acquisition, all participate in its resources, all are interested in its preservation. If it be preserved it promotes, if it be lost it impairs, the general welfare; and the constitutional duty to provide for its protection will endure so long as California shall be worth preservation. So if State and individual resources shall prove inadequate to construct the Pacific railroad, we should certainly consider the exercise of Federal authority indispensable to effect this great object, and should hope to see the obstacles which would even then exist removed. But having no doubt of the ability of State and individual enterprise to achieve the work with the pecuniary aid which the Federal Government might lawfully render, we shall not anticipate difficulties sufficiently formidable when no longer to be avoided.

We cannot forbear saying, however, that we consider the organization by Congress of a railroad through the Federal territories presents difficulties which the power to make military roads cannot obviate. Congress may undoubtedly open and repair roads for the movement of men and munitions. It may build those roads of stone, plank, earth, or iron; but having opened them they are free for the use of the people of the United States without charge or restriction. But a railroad is an institution unknown to the founders of this Republic. The authority which owns the railroad must own also the exclusive right of transportation. It must unite the ownership of the road with the character of the common carrier. This renders necessary not merely the right to open a way through the Territories which may be derived from the duty of military defence, but also a right to fix and regulate freights, taxes and tolls. It would imply, moreover, the right to pass laws necessary for the enforcement of these regulations, and to punish those who might violate them. In some instances acts would be punishable as felonies which do not at present constitute offences against the Federal Government. How far the power indispensable to operate such a railroad efficiently would extend the power to make needful rules and regulations for a Territory, or how closely it would trespass upon the dangerous power to define the rights of property, is a subject we cannot discuss, although it must force itself upon the consideration of every one.

But the Federal Government, as the owner of a railroad to the Pacific, would occupy the same position towards the public as if it held in similar ownership and jurisdiction not only the Ohio river from Pittsburgh to New Orleans, but also every steamboat, flatboat, or other craft which should traverse its waters. It would be at once the owner of the way and the common carrier—a character so anomalous as to render it the imperative duty of every legislator to examine the consequences to result from its exercise. We do no more than advert to the power which such a work will confer upon the Federal Government if it shall choose to raise or depress fares or freights, alter gauges, or embarrass connections. It may so readily discriminate against sections or cities, and, being a vast monopoly to which money is no object, all private competition would be fruitless. If it shall be thus perverted to party or political purposes—and what power of the Federal Government has not been so perverted?—a partial or unjust administration of such a work can do infinite mischief, and will be totally beyond the control of a suffering minority.

But we have even in this long article only shadowed some of the obstacles of law and expediency which render, in our opinion, the construction and ownership of a Pacific railroad by the Federal Government a measure to be if possible avoided. We shall hereafter undertake to show that such a Federal road is not necessary, but that one or more roads may be organized under State authority and constructed through the Federal domain under a grant of the right of way, and that this will, with the aid of Federal subscription, constitute the best means of securing to the people of the United States all the advantages of a constant and safe communication with our Pacific possessions. In the mean time, as we do not wish to do injustice, we would be glad if the *Union* would state whether it considers the power of the Federal Government adequate to the incorporation and construction of a railroad within the territories of the United States.

Journal of Commerce.

We would esteem it a personal favor if the *Journal of Commerce* should be folded up into something like readable dimensions. Its area is about equal to that of the *Mesilla territory*; and, as we are rather of the stature of Zacheus, we shall be compelled to resort to the expedient with which Gulliver pursued the study of the literature of Brobdingnag for the purpose of perusing its columns.

ANOTHER RAILROAD ACCIDENT.—Under our telegraphic head will be found the particulars of another of those distressing results of the careless, reckless manner in which the transportation of passengers is conducted upon some of the railroads of this country, which occurred on the Camden and Amboy Railroad between Philadelphia and New York. It will be seen that a lady of this city and her children were injured, though providentially but slightly. That, however, was their good fortune, and not in any way attributable to the managers of the road. Others were killed, and many maimed or otherwise seriously injured for life. Who can fathom the wo and misery caused by such an accident—rather let us call it brutal recklessness—in the hearts of relatives and friends but lately parted from or hourly anticipating a joyful meeting with the passengers on this train, some of whom have been hurried to the grave, and others crippled and mangled forever? The passengers held an indignation meeting, and denounced the company and its agents; but the matter ought not stop there. The indignation of the whole country and the severest penalties of the law ought to be brought to bear upon the guilty parties, and that without delay.

The following resolutions were reported by a committee of the passengers, held upon the scene of the accident, and unanimously adopted:

"Resolved, That the wounds and deaths which have occurred on this occasion are the result of the bad arrangements upon the Camden and Amboy Railroad, and the reckless carelessness of the persons employed by the company.
"Resolved, That the use of a telegraph (so indispensable upon a single-track road) might have prevented this sad catastrophe.
"Resolved, That the existence of a single-track railroad between the cities of New York and Philadelphia is disgraceful to the company that enjoys so lucrative a monopoly and to the communities that tolerate it.
"Resolved, That these proceedings and resolutions be published in the public papers."

THE WHIG CONVENTION of the second district of Louisiana assembled at Donaldsonville on the 1st instant, and nominated C. Theodore G. Hunt, of New Orleans, for Congress. Resolutions in favor of a railroad to the Pacific, commencing at or near New Orleans, were adopted.

The Democratic Convention in the third district nominated Judge John Perkins for Congress.

RELIEF FOR THE SICK AT NEW ORLEANS.—A meeting was held at the Astor House in New York on Monday afternoon to devise means for further charitable aid to the sufferers by the yellow fever at New Orleans, and was numerously attended. Appropriate resolutions were adopted, and committees appointed. Those present at the meeting subscribed \$3,190, which sum was increased to \$4,370 in a few hours.

WASHINGTON GOSSIP.

WASHINGTON, August 10, 1853.

There seems to have been a potent reason for Captain Ingraham's readiness in acceding to the arrangement which placed Koska in charge of the French Consul, instead of insisting on his unconditional restoration to liberty. Private letters from Smyrna, written by eye-witnesses of the entire transaction, state that when the hour arrived at which Captain Ingraham was expected to commence his attack, Koska was placed in a conspicuous position on the deck of the Austrian; the muzzles of two loaded muskets were placed to his head, and Captain Ingraham was given to understand that the man's brains would be blown out simultaneously with the fire of the first gun from the St. Louis. Captain Ingraham's object was to save the life of the poor fellow, and acceded to the proposition which secured that end.

In reply to the *Intelligencer's* query as to how the statement relative to the scene of Sunday morning, between M. Bodisco and Mr. Marey, got out, I may be permitted very respectfully to suggest, that if the "gleamers" were so silly or dishonest as to inform the public how facts "got out," very little would get out at all. I am not so sure, however, that the Minister has not "told upon himself." The mad rage which would lead a man of M. Bodisco's years and position to such undignified and senseless attempts to muzzle an American press, is not apt to confine itself to the immediate object of its fury. Metal, at white heat, is apt to throw off burning scintillations; and the figure applied to the tongues of men who give rein to stormy passions.

A private despatch received to-night from Nashville, Tennessee, states that Johnson is elected Governor by three thousand majority; and that it seems quite certain Churchill, Gardener, Smith, Campbell, Pavatt, and Jones, all Democrats, are elected. Stanton is defeated by seven votes. The Legislature is undoubtedly Whig. Good for Tennessee.

Private despatches from St. Louis say it is now "Old Bullion" is the only Bentonite in the next Congressional delegation. The remaining members elect are four Whigs to two Democrats. ZEKE.

We have received the August number of "The Eclectic Medical Journal," edited by JOSEPH R. BUCHANAN, and published in Cincinnati.

Also, of "The American Law Register," edited by A. J. FISH and HENRY WHARTON, esq. Both publications, we believe, are well sustained by the medical and legal professions.

KENTUCKY ELECTION.—The result of the election held in Kentucky sums up thus: Congress—6 Whigs, 4 Democrats. Legislature—Whig majority 32 on joint ballot.

ACCIDENTS FROM CAMPBELL.—An aged lady in New York on Monday night was engaged in sewing, and the cotton having got round the lamp, the latter was drawn from the table, and in falling to the floor burst. The burning fluid was scattered upon the lady's dress, which it completely destroyed, causing her such injuries that she died in great agony in a few hours.

A servant girl, and a child she held in her arms at the time, were also severely injured by the bursting of a lamp on the same evening. Neither are expected to recover.

BANKS IN THE CITY OF NEW YORK.—By a statement published in the *Courier and Enquirer*, we perceive that there are fifty-six banks in the city of New York doing business under the new banking law, with a capital, on the 11th of June last, of \$44,196,793. The amount of loans, specie, circulation and deposits of these banks is stated, and the general result, as compared with June, is as follows:

	Loans.	Specie.
June 11	\$85,320,656	\$12,174,509
August 6	\$7,897,617	9,746,452
Increase	\$2,376,961	\$2,428,057
Decrease		
June 11	\$9,084,106	\$59,078,171
August 6	9,510,465	58,410,756
Increase	\$426,359	\$667,415
Decrease		

The *Courier* thinks the law will have good effects if not changed, and that what the banks and the mercantile community both want is stability in the law.

THE MINISTER FROM SPAIN.—The *Diario*, of Havana, speaks in high terms of the appointment of Señor Calderon as Minister of Foreign Affairs in Spain, and also of Señor Gonzalez Bravo as Spanish Minister at Washington. Of this gentleman it says:

"Señor Gonzalez Bravo, yet a young man in comparison with the usual run of statesmen, though we should rather say in the full vigor of his life, has become versed in the management of public affairs at a time that can well be said to have proved all men. During the time he was President of the Council of State, and while he has held diplomatic missions, he has always given evidence of proper prudence. But the gift which shines most in his character, and which for us we have known him from childhood) is the fundamental trait of his character, is his never-failing firmness. This quality, softened by intercourse with the world and practice in public affairs, is at all times and under all circumstances a priceless requisite, and which certain incidents, consequent upon the present time, combine to make of far greater value."

THE GRAND JURY of the city of New York on Monday last handed to the court a presentment upon the filthy condition of the streets of that city, the consequent injury to the public health, and condemning, in strong terms, the reckless disregard of the city laws:

"Possessing a revenue and incurring an annual expenditure greater in the aggregate than one-half of the entire States of the Union, the city of New York is proverbial for its disregard of the comfort and health of its inhabitants, by reason of the actual utter uncleanness of its streets and public places, and its practical neglect of common precautions against pestilence. It is vain to boast of our noble institutions of charity and learning, our public and private munificence, our magnificent aqueduct and other public works, so long as official abuse and private crime walk hand in hand, and disease and pestilence are nurtured in our midst."

RELIGION AND POLITICS.—The political canvass in Georgia for Governor has a religious tinge mixed up with its other excitements in consequence of the fact of Mr. Johnson, the Southern Rights Democratic candidate, being a Swedenborgian. This was made evident by the sentiments uttered by him in a speech or oration at the commencement of the Wesleyan Female College, at Macon; and in consequence, the religious presses of the State rate him somewhat roundly. Mr. Johnson is defended by the Democratic papers on the ground that religion has nothing to do with politics.

It is stated that in two years from this date, with ordinary success in constructing their roads, the people of Ohio will have brought a railroad car or steamboat within twenty-five miles of every township in the State.

DEATHS FROM YELLOW FEVER IN NEW ORLEANS.

The *Picayune* informs us that during the twenty-four hours ending at 6 a. m. on the 31st of July the interments from yellow fever were 137; to the same hour on the 1st instant, 106; to the same hour on the 2d, 115; and to the same hour on the 3d, 124; total during the four days, 482.

Mr. N. J. C. Crueshaw, of the editorial department of the *Daily Crescent*, was one of the victims.

One of the Sisters of Charity, who have been unremitting in their attention to the sick, also died on the 3d.

The *Bee* of the 4th says:

"The reports of the Board of Health for the last three days exhibit not the slightest abatement of mortality. The pestilence still carries off its victims at the rate of considerably over one hundred per diem. It seems impossible that this frightful havoc can continue much longer. The ailment on which epidemic fevers will gradually be exhausted, even should the virus itself still linger in the atmosphere. We can truly say that in our experience of the periodical ravages of yellow fever—embracing twenty-one years of continuous residence in New Orleans—we have never witnessed so many deaths per day from the disease. Let any one coolly reflect that the fever is killing two per cent. of the unacclimated population every week, that is, from eight to nine hundred out of forty or fifty thousand, and then calculate how long it would take to annihilate this class of our inhabitants. It must however be borne in mind that if eight hundred persons perish of fever in one week, four or five thousand are attacked; so that, allowing five recoveries for one fatal case, it is almost reduced to a certainty that in from seven to ten weeks every unacclimated person in our city will have had the fever. Nevertheless, a moderate proportion—say one-fifth—may be reasonably expected to pass through the scourge entirely unscathed. This calculation renders us confident that the fever cannot endure much longer than the last of August. We hope indeed by next week to be able to announce a marked diminution in its virulence."

READY ALREADY.—The *Jefferson* (Texas) *Herald* learns that a company is now organizing there in anticipation of speedy difficulties between Mexico and the United States.

The editor of one of our San Antonio exchanges is decidedly of an anti-peace, anti-Mexico, anti-Santa Anna disposition. Hear him: "Speculations are rife as to the probability of a war between the United States and Mexico; and rumor states that in case of war Spain is to assist Mexico. If this be true, the fight will be more interesting than the last. We can whip both nations with the same trouble that will be necessary to fog them. The only thing we should be careful of, besides the glory of conquering two nations, Cuba and all of Mexico! Come on, old cork leg, and if you don't fare worse than you did at Cerro Gordo or Buena Vista we shall be sadly mistaken. Rumor also says that he will make his first attack on San Antonio. Let him come, and he will meet with equally as warm a reception as he did on a former occasion."

HORRID CRIMES.—A correspondent of the *St. Louis Republic*, writing from Jasper county, Missouri, details the following horrible story of crime:

"On Friday night, the 15th July, two negroes—one belonging to a Mr. Dale and the other a runaway belonging to a Mr. Scott—went to the house of Dr. Fiske, who lives four miles from Carthage, and one stationed himself in the corner of the field, and the other went to the house and told the doctor that his master (Mr. D.) was very sick, and wanted him to come over immediately. The doctor took up his hat and started, the negro following; and so soon as they reached the spot where the runaway was stationed both negroes fell on him, one with a club and the other with an axe, and killed him. His head was completely split open with the axe. The villains then went to the house, and both of them went to the bedroom, and the doctor killed the child, then robbed the house, and set fire to it and burned it up. Dale's negro has been taken, and confessed these facts. Here was every crime that human beings could possibly commit at the same time—murder, rape, robbery, and arson. The cup of iniquity is full to the brim. The atrocity of the deed is unparalleled in the annals of crime. Dale's negro produced \$340 that he had taken from the house, and said that the other had got five pieces, but did not know whether they were silver or gold. At last accounts the people of Jasper were scouring the country in search of the runaway, and so sure as they catch him they will relieve the courts of all trouble with them by burning both at the stake."

AN ANXIOUS MOMENT.—In the municipal court, Captain Blanchard, of Mosser Talent, in testimony in the case of one of the river thieves, said that the man stood holding the pistol within two feet of his face, and that as he looked at the pistol he distinctly counted each of the six barrels, and even noticed which way the groove of the screw ran. It must have been an anxious moment for a man thus suddenly roused from his sleep by an armed robber, who, with pistol presented, threatened to blow out his brains if he moved.

SEVERE ILLNESS OF DR. GRISELWOLD.—We regret to learn from private letters just received that Dr. Rufus W. Griswold is lying dangerously ill at the residence of his wife's kindred in Bangor, Maine. He has the consumption, and his medical advisers pronounce his recovery impossible. We hope their opinion may prove incorrect. The doctor had recently married; his wife had been presented with a beautiful home in the upper part of this city, worth between twenty and thirty thousand dollars, and they were then going to housekeeping, under apparently the most delightful auspices, were nearly completed when the doctor took the cold which has reduced him to his present condition.—N. Y. *Eve. Post*.

MISSISSIPPI BONDS.—By a private letter, dated Jackson, 30th ultimo, we learn that the high court of errors and appeals—the supreme judicial tribunal of that State—have unanimously decided that Mississippi is legally bound to pay the Union Bank bonds, and that no action of the Legislature or vote of the people can affect the question. Each judge delivered a very elaborate opinion, and each, while representing as surprisingly able and convincing, covering the whole ground, and meeting and refuting every point raised in opposition. We doubt it not. No State in the Union has abler supreme judges than Mississippi.—*New Orleans Bulletin*, 4th instant.

BALTIMORE AND OHIO RAILROAD.—The revenue for the month has been as follows:

	Main Stem.	Wash. Branch.	Totals.
Passengers.	\$42,313 70	\$21,874 66	\$64,188 36
Freight.	121,826 72	5,206 19	127,032 91
	\$164,140 42	\$27,170 85	\$191,311 27

The receipts of July, 1853, on the Main Stem were \$28,305 30 for passengers, and \$78,716 86 for freight—making \$107,022 06; and on the Washington Branch, \$24,516 77 for passengers, and \$4,148 60 for freight—making \$28,665 37. This makes the gross total receipts on the two roads, in July of last year, \$135,687 63.

JAPANESE MARRIAGES.—A very singular custom at the marriage of the Japanese is that the teeth of the bride are made black by some corrosive liquid. The teeth remain black ever after, and serve to show that the woman is married or a widow. Another circumstance is, at the birth of every child to plant a tree in the garden or courtyard, which attains its full growth in as many years as a man requires to be mature for the duties of marriage. When he marries the tree is cut down, and the wood is made into chests and boxes to contain the clothes and other things which are made for the new married couple. The Japanese may marry as often as they please; marriages with sisters are prohibited, but they can marry any other relative.

News from Texas.

By the New Orleans *Picayune* of the 3d instant we have news from Texas to the 31st ultimo. A serious fire had taken place at Indianola, destroying several business establishments. Loss \$45,000.

Much sickness prevailed in the valleys of the Brazos and Colorado rivers. The cotton and corn crops look well.

The *Ledger* announces the arrival of Colonel May and lady at San Antonio. The Colonel proceeded to Fort Mason, where he takes command of the Second Regiment of United States Dragoons.

The *Austin State Gazette* says:

"General A. Sydney Johnson returned on the 23d July from a trip to the military posts of Fort Croghan, Phantom Hill, Fort Belknap, Fort Worth, and Fort Graham. We learn from him that the frontier is entirely quiet and peaceful, and that the farms in that section of the State are in a prosperous condition, and promise full crops. General Clarke and Lieutenant Tyler had returned from their exploration of the route of the Pacific road, and General Johnson has a map of the explorations made out by Lieutenant Tyler. Starting from Fort Graham, they progressed in the most direct line to the Caddo Mounds, near the road from Fort Croghan to Phantom Hill, a distance of about one hundred or one hundred and ten miles, and found no obstacle of any sort in the way of an easy and cheap construction of a railroad. After returning from this survey, General Clarke passed down the country by the way of Springfield to Nacogdoches, &c. He thinks this is the most favorable route for the main trunk of the Pacific road, and we are truly glad to learn that such is his opinion, for it secures the route of that road through the central, most populous, and wealthy portions of the State, to connect with the Opelousas road.

"General Johnson also informs us that the farmers in Tarrant and Dallas counties are offering to take the Government contracts for furnishing the posts in that region with flour at rates very favorable to the Government—ensuring a saving of from three to four dollars per barrel—and the samples exhibited give assurance that the future supplies of this article can be had of a quality nearly equal, all things considered, with Baltimore flour."

The sugar planting promised very successful results.

From the Boston *Advertiser*.

From Madeira.

The following letter will be of interest to those who have contributed to the relief of the suffering people of Madeira:

FLAG-SHIP CONSTITUTION, MADEIRA, Funchal, July 2, 1853.

DEAR SIR: A letter purporting to come from the United States steamer, *Constitution*, dated Funchal, March 6, has recently gone the rounds of the American papers.

This communication, coming from one of our national vessels, may create an impression upon the public mind at home, and serve to repress that active sympathy manifested towards the starving people of Madeira by our generous countrymen. I desire, therefore, peremptorily to contradict the statements of the anonymous writer, and, as the commanding naval officer of this station, to express my entire conviction that the general representation of the terrible poverty and suffering brought upon the laboring classes in this island by the successive failures of the vintage has been in no degree exaggerated.

I am in possession of the most authentic proofs that the contributions from the United States have not only alleviated much distress, but have saved many persons from starvation. The Portuguese authorities, so far from throwing impediments in the way of those charged with distributing the provisions sent from our country, have most promptly suspended their tariff, and admitted the donations free of duty; and these donations seem to have been distributed with admirable judgment by the committee to which they have been entrusted.

In passing over the island I have been sorely impressed by the gratitude exhibited towards our people for the prompt and efficient aid extended to Madeira in her sore necessity, and I have felt most proud of that far-reaching charity that knows no limit of nation or language, but has sought out the famine-stricken sufferers in this distant island.

There is every reason to fear that the distress of the coming year will be even greater than that which is past, and our countrymen may still find most worthy objects of their charity in this island, so beautiful, but by the visitation of Providence so full of misery.

I am, dear sir, with great regard, faithfully yours, T. MATO, Commander-in-Chief United States Naval Forces, West Coast of Africa.

P. S.—I am usually willing to permit any letter of mine to appear in print, but if you believe that the publication of what I have written will be of any service to the charitable cause in which your feelings are so warmly interested, you are at liberty to make any use of it you may deem proper. To J. HOWARD MARCH, esq., United States Consul, Madeira.

AN AFFECTING STORY.—The *Memphis Appeal* contains the following:

"A most touching case, illustrative of conjugal love, occurred on our wharf a few days since. A man and his wife were coming up the river, when the husband took sick and was supposed to have died. When they arrived at this city the wife had a coffin purchased, and her husband was deposited in that last home of the dead. Just before the moment of closing the coffin, however, and the final interment of the deceased, the bereaved and agonized wife insisted upon once more looking upon and embracing the cold remains of the deceased partner of her bosom. Whether it was her warm embrace or returning consciousness, certain it is that the supposed corpse suddenly evinced signs of life, and the proper restraints being applied, within twenty-four hours the invalid was enabled to proceed on his journey, with every prospect of a speedy recovery, owing his life to the untiring devotion and love of his true and faithful wife."

FELL OUT OF A WINDOW.—A lady residing in Brooklyn fell from a third-story window, at an early hour on Tuesday morning, whereby she sustained serious injuries. It seems she went up stairs for the purpose of calling the servant girl, and feeling oppressed, opened the window and sat upon the sill, from which she fell to the pavement below. She struck upon a projection over the front door, which broke the force of her descent, or she would in all probability have been instantly killed. Mr. Hoyt picked her up and took her into the house. Her injuries are not considered of a fatal character.

MELANCHOLY END OF NEARLY A WHOLE FAMILY.—By the railroad collision at Chicago, last April, an unknown man, a woman and two boys, were killed, and an infant child, uninjured, was taken from the ruins. The dead bodies were buried, and their graves marked "unknown," and the infant taken in charge by a respectable family in Chicago. A few days ago, two young men and a young lady, arrived there, and soon ascertained that the unfortunate unknown persons were their father, mother and brothers. The name of the family was Kellogg, and they were from New York on their way to Minnesota, where the two brothers were residing at the time. The infant, too, was recognised as their little sister. Another brother, aged seven years, being still missing, the grave of another of the victims of the accident (who, when buried, was supposed to be a Mr. Misner) was opened, and instantly recognised as the lost one. This is the saddest tale of all connected with this memorable catastrophe.

WESTERN ELOQUENCE.—A Wisconsin lawyer is said to have commenced an address to the court in the following style:

"The court will please to observe that the gentleman from the east has given them a very learned speech. He has roamed with old Romulus, soaked with old Socrates, ripped with old Euripides, and canted with old Cantharides; but what, your honor, does he know about the laws of Wisconsin?"

From the Alta California.

We have no news of striking importance to record since the sailing of the steamer of the 1st instant; the most interesting event of the fortnight being the proceedings of the State Reform Convention, which assembled at Sacramento on the 6th.

The convention met as Whigs, but although their nominations were all of men belonging to that party, they in a great measure abandoned strictly partisan grounds and assumed the position of reformers, avowing as the leading object of the campaign, opposition to that stupendous and almost incredible system of official corruption so unscrupulously practised during the last four years, and now so boldly defended by the clique of office-holders who have usurped the name of Democracy.

The reform movement is very general throughout the State, and unless the Sacramento nominees should be so indiscreet as to make the campaign upon general political issues, the movement will be successful, and another year will witness the regeneration of the government of California. The people are tired and disgusted with the senseless demagogism of the old party cries of Democracy and Whiggery, and will support the men who will advocate reform.

James Collier, formerly collector of this port, has been indicted by the grand jury of the county for feloniously using money belonging to the United States.

The Fund Commissioners of Sacramento City have paid the principal and interest of the city bonds, held in this State and in New York, amounting to \$110,000.

The summer fires have done much damage in mountain and valley. Large quantities of grain have been destroyed in various parts of the State.

The wheat crops in most of the agricultural districts are suffering from rust.

On the 2d instant John Montez and P. P. Hull, east, of this city, and late of the San Francisco *Whig*, were married at the Mission Dolores.

The manhood tree in Calaveras county, the greatest and most wonderful production of the vegetable kingdom ever known, has been sacrilegiously cut down for speculative purposes.

Six months ago, where now stands the handsome village of "Ione Valley," there was not a house; now there are substantial dwelling-houses, hotels, a church, livery stable, saw-mills, &c.

An immense business in the way of mining is doing at White Rock, four miles from Placerville. Rich diggings have been discovered in the hills at the head of Rich Gulch. One of the parties sunk a shaft some thirty feet, and took ten ounces of gold from eighty buckets of dirt.

The new members of the land commission organized the board on the 8th instant. The members are all present, viz: Alpheus Felch, Thompson Campbell, and R. A. Thompson. V. E. Howard, United States Law Agent, and Robert Green, Associated Agents, are also present. Secretary, and Samuel Marx, Deputy Marshal.

A Chinese church is to be built in this city, forty-two by forty-five feet, three stories high. It will be devoted to moral and religious instruction, under the superintendence of George Athey, of the See Yip Company.

A new and beautiful edifice, recently erected by the members of the First Congregational Church in this city, was dedicated with the usual ceremonies on the 10th.

The country between the Calaveras and Mokelumne rivers is thriving in its agriculture. The population has increased greatly since last season. The soil seems to suffer less from drought than that of our southern plains. Fruit is most successfully cultivated.

Theatricals are well patronized here. We have two American and one French theatre, all doing a healthy business.

Mrs. Sinclair, Miss Ellen Bruce, and Lola Montez are starring among the "Provincials."

Society Islands.

Tahiti papers to the 24th of April have been received here. The empire was proclaimed on the 17th of April. In the evening there was a dinner given by the Governor. The Queen and her husband were present; also the Consuls of the United States and Great Britain. Both the natives and French expect that Tahiti will be the regular stopping point from San Francisco and Australia, and are so strongly convinced of the advantages of the California trade that they have gone to work to earn the soil in the confident hope of a